

WORK OF OUR NAVY.

SECRETARY LONG'S ANNUAL REPORT MADE PUBLIC.

Work of the Department Is Reviewed from the Beginning of Hostilities - Correspondence Between Schley and Sampson.

The annual report of the Secretary of the Navy is much longer than the usual annual report. The first sentence explains this as follows:

For the first time since its rehabilitation the navy has been put to the supreme test of war. Years of peace, of training and development had brought it to a point of high efficiency which resulted in the unparalleled victories at Manila and Santiago—victories which have given the names of our naval commanders world-wide fame and added an additional page to the glorious naval history of our country.

The report describes in rapid order the steps that were taken to consolidate the squadrons and put the navy in readiness for hostilities. Sigsbee's famous telegram asking a suspension of public opinion in connection with the blowing up of the Maine is quoted and the Secretary says: "This infamous telegram did much to secure in the public mind a dispassionate view of the disaster."

The story of Dewey's victory at Manila is told, and of it the Secretary says:

Aside from the mere fact of having won without the loss of a single ship such a brilliant and electrifying victory at the very outset of the war, with all the confidence which it infused throughout the country and into the personnel of every branch of the service, it removed at once all apprehension for the Pacific coast. The indirect pecuniary advantage to the United States in the way of saving an increase of insurance rates and in assuring the country of freedom from attack on that coast is incalculable.

The Secretary tells how Cervera's fleet, having sailed from Cape Verde Islands April 29, for an unknown destination, Sampson sailed east with a portion of his fleet for the purpose of observation. At Cape Hatteras May 7, the department advised him that the Spanish squadron was reported at St. Thomas.

The following statement explains officially why the bombardment of San Juan was not forced to an end:

Instructions were also received that the vessels accompanying him were not to be risked or crippled in the bombardment of fortifications, as it was considered unwise to risk any of the vessels of our fleet. The Spanish fleet had been met and destroyed. * * * The squadron did not arrive at San Juan until the morning of the 22nd. A bombardment of the place followed for two hours and a half, but as there was no land force to hold it in case of its surrender and as the Spanish fleet was not there, it was determined to return to Havana, where it was possible Cervera might have gone.

Sampson and Schley.

The report shows that the "flying squadron" under Schley, was ordered to Cienfuegos upon notice that Cervera's squadron had been seen off Curacao. But on May 20 the department, having heard that Cervera was at Santiago, advised Sampson to order Schley to proceed off that port. On the 26th Sampson received from Schley a letter dated the 23d stating that he was not satisfied that the Spanish squadron was not at Cienfuegos and that he would therefore remain off that point with his squadron. The next day Schley was informed that Cervera had been in Santiago from the 19th to the 25th, and he was directed to proceed with all dispatch to that port. At this time he telegraphed Sampson, under date of the 24th, that, coaling off Cienfuegos was very uncertain; that the Spanish fleet was not in Cienfuegos; that he would go eastward on the 25th, but that on account of short coal supply he could not blockade off Cervera was in Santiago, but would go to Nicholas Mole to communicate. Upon receiving this information Sampson decided to go to Key West for coal at once, and, if authorized, to proceed to Santiago in person. Schley left Cienfuegos on the 24th and stopped on the following day twenty miles southeast of Santiago to repair the collier Merrimac. At 7:30 p. m. he signalled to the squadron: "Destination Key West via south side of Cuba; steady; speed nine knots." After steaming to the westward until 11:29 p. m., the squadron again stopped to make repairs to the Yale. The report then continues:

On the morning of the 27th the Harvard, from Mole St. Nicholas, delivered to Commodore Schley the following dispatch: "Washington, D. C., May 25, 1898. Harvard, St. Nicholas Mole, Hayti. Proceed at once and inform Schley and also the senior officer present off Santiago as follows: All department's information indicates Spanish division is still at Santiago. The department looks to you to ascertain facts and that the enemy if therein does not leave without a decisive action. Cubans familiar with Santiago say that there are landing places five or six nautical miles west from the mouth of harbor and that there insurgents probably will be found and not the Spanish. French surrounding heights can see every vessel in port. As soon as ascertained notify the department whether the enemy is there. Could not squadron and also Harvard coal from the Merrimac, or Mole, Haiti? The department will send coal immediately to Mole. Report without delay situation at Santiago."

At 11 a. m., two hours after receiving this dispatch from the department, Commodore Schley signalled to the squadron: "Can you fetch into the port of Key West with coal remaining? Report by signal."

At noon the Harvard left, carrying his reply to the department's dispatch, as follows:

Kingston, May 28, 1898. Secretary Navy, Washington, D. C. * * * Merrimac engines disabled; is heavy; am obliged to have towed to Key West. Have been unable absolutely to coal the Texas, Marblehead, Vixen, Brooklyn from collier, owing to very rough sea. Bad weather since leaving Key West. The Brooklyn alone has more than sufficient coal to proceed to Key West. Cannot remain off Santiago in present state; squadron coal account. Impossible to coal toward of Cape Cruz in the summer, all owing to southwesterly winds. Much to be regretted, cannot obey orders of department. Have striven earnestly; forced to proceed for coal to Key West by way of Yucatan passage. Cannot ascertain any thing respecting enemy positive."

Later in the day, the squadron meeting having again moved westward, the signal "stop" was made to the flying squadron, after which the Texas and Marblehead went alongside the Merrimac and coaled. The squadron was at that time distant about forty miles to the southward and westward of Santiago.

Sinking of the Merrimac.

On the 28th signal was made to return in the direction of Santiago and the squadron stopped for the night ten miles off shore, with the Marblehead scouting two miles inside. On the next morning the Spanish squadron was sighted inside. On June 23 the Merrimac was sunk, and of this the Secretary says:

Naval Constructor Hobson and his men won undying fame.

The report deals next with the seizure of the harbor of Guantanamo and the gallant three days' fight of the marines; with the conveying of the Shafter expedition from Tampa to Santiago, and with the conferences that took place between Shafter and Sampson in the effort to secure cooperation of the army and navy in the reduction of Santiago. The story of the operations at this stage involves the recital of the destruction of the Spanish fleet, which is told, however, in the most concise official form.

One fact disclosed by the history of the days before the surrender of Santiago is that Sampson asked to be represented in any conference held to arrange the terms of surrender of Santiago by virtue of the fact that he had engaged in the joint operations. Shafter replied that he should be glad to have Sampson represented, but the surrender took place before his representative could reach the camp. Admiral Sampson's chief of staff did arrive before the final articles were signed, but Shafter declined to permit him to be one of the signatories.

The most important chapter of the report is that relating to the increase of the navy, and under this head the Secretary transmits and endorses the report of the naval board of bureau chiefs looking to the increase of the navy by no less than fifteen ships, some of the most powerful character. The Secretary says:

The navy should be increased; the development of its various branches should be homogeneous, and the increase in ships should be accompanied by a gradual increase in officers and men and in naval stations, coaling stations, repair plants, etc.

REPORT OF SECRETARY BLISS.

Concerns Indians, Lands, Mining Affairs and Pensions.

Secretary of the Interior Bliss has issued his annual report. In speaking of the disposal of public lands the report says: "The total area of public lands, not including Indian lands, entered by individuals (exclusive of selections by corporations) during the year ending June 30, was 11,328,037.34 acres. This is in excess of the area so disposed of by the Government during the previous year by 2,607,893.96 acres, an increase of over 28 per cent. The number of individual entries of Government land during the year was 89,674, as against 71,581 the previous year, showing an increase of over 25 per cent."

The report shows an increase of 389 in the mineral entries and an increase of 174 patents issued and 406 claims patented. In commenting on this feature Secretary Bliss says: "This increase in mineral entries indicates a marked revival of the mining industry, which had fallen to its lowest ebb in 1895, when but 757 entries were made, being less than one-half the number made in 1898 and the lowest since 1879. From Colorado there was mined during the calendar year 1897 \$19,104,200 in gold and 21,636,400 ounces of silver, exceeding the output of any other State in the Union. The next State in gold mining was California, with \$14,618,300, Montana being second in the production of silver, with 15,967,900 ounces. The third State in gold mining was South Dakota, with \$5,694,900, Utah being third in production of silver, with 6,265,600 ounces. The fourth State in gold mining was Montana, with \$4,373,400, Idaho being fourth in the production of silver, with 4,901,200 ounces."

Upon Indian affairs the report says: "The progress of the Indians during the last year, in civilization as well as education, has been gradual, though substantial. There has been but one disturbance or outbreak of a serious character, and that was among the Chippewa Indians of Minnesota. It was of very recent occurrence, however, and happily has been suppressed. The population of Indians, exclusive of those in the State of New York, and those of the five civilized tribes, may be stated to be, approximately, 180,132; that of the New York Indians, 5,318, and those of the five civilized tribes, including 17,457 freedmen, as 77,018. The policy heretofore inaugurated of extending to the Indians every facility tending to make them an independent and self-supporting class has been continued."

In speaking of the pension department the report says: "The report of the commissioner of pensions shows that June 30 there were on the pension roll 993,714 names, an increase of 17,000 over the number on the rolls June 30, 1897. The amount disbursed for army and navy pensions during the year was \$144,651,879.80, leaving a balance of \$5,431,012.49 unexpended June 30, which was covered into the treasury. This unexpended balance would have been reduced in the sum of \$790,212.24, representing first payments on 5,581 cases, which were adjudicated during the fiscal year, had it been possible to get them into the hands of the pension agents in time to make payments thereon prior to July 1."

GOOD MAIL SERVICE IN WAR.

Chief Subject in the Annual Report of the Postmaster General.

The most interesting review of the postal service for some years, owing to its operations in military and naval fields, is the report of Postmaster General Charles Emory Smith. It tells of the work accomplished and policies adopted in territorial acquisitions. The Postmaster General says:

The war entailed the necessity of a military postal service, and prompt measures were required for handling the mails of an army of 250,000 men. Large postal depots were suddenly created at the camps of concentration, the exigencies of constant changes and movements were met, and the military and naval forces on active service in Mexico, India and Philippines had prompt and constant postal communication with home. Trained clerks were detailed from available points. Railway mail cars were stationed at convenient points on side tracks as postoffices.

When our troops advanced into Cuba the postal service advanced with them. When Santiago surrendered Postal Agent E. J. Brewer took possession of the postoffice of that city, which was made the military postoffice. Now there are four deliveries in the business portion of Santiago City and regular mail communication has been established with Havana and intermediate points and with Jamaica and other West India islands. Service has been extended into Santiago province. The postal service accompanied our flag to Porto Rico. From Ponce it was extended as rapidly as different places passed into our possession, until now there are twelve military postal stations there, having postal connections with many smaller places. In the Philippines two military postal stations have been established at Manila and Cavite, supervised by a veteran division superintendent detailed from San Francisco, and conducted by a force of railway mail and postoffice clerks and agents, assisted by details from the army of occupation. The acquisition of Hawaii has not thus far been followed by any change in our postal relations with that country. Hawaii already has a good mail service, which is more than self-sustaining.

Postmaster General Smith calls attention to the rapid growth of the postal business in all its branches. In the last fiscal year the gross revenue was \$89,012,618, against \$33,315,479 in 1889, and the gross expenditure \$38,033,523, against \$26,542,804. The number of postoffices increased to 73,000 from 43,000. The estimate of revenues and expenditures for the fiscal year ending June 30, 1900, follows:

Total estimated revenue	\$100,558,112
Estimated expenditures	105,224,000
Deficiency for 1900, estimated	4,265,888

INSPECTION OF MEATS.

Report of the Bureau of Animal Industry for the Fiscal Year.

Dr. D. E. Salmon, chief of the bureau of animal industry, in his report to the Secretary of Agriculture for the fiscal year ended June 30, 1898, states that during the year meat inspection was in operation at 135 abattoirs, as against 128 for the previous year, and in thirty-five cities, as against thirty-three in 1897. The number of animals inspected before slaughter numbered 51,335,398. Of these 9,228,237 were cattle, 10,028,287 sheep, 468,199 calves and 31,610,674 hogs, a total gain over 1897 of 9,025,291 animals.

At the time of slaughter 31,116,832 animals were inspected and 63,662 were rejected; 91,508 carcasses and 48,189 parts of carcasses were condemned. The meat inspection stamp was affixed to 14,583,780 packages of mutton and beef and pork products, of which 374,131 contained microscopically examined pork.

Growth of the Army Pay Roll.

The annual report of Paymaster General T. H. Stanton of the army shows an expenditure of \$23,490,969, an increase of \$2,326,804 compared with last year.

IN A NUTSHELL.

A 10-year-old girl was found by the police of New York stupefied with whiskey.

Col. Blanton Duncan at Los Angeles, Cal., withdrew his \$100,000 damage suit against the Associated Press for libel.

Daniel R. Kennedy of Lynn, Mass., who was supposed to have been murdered in Portland, Me., has turned up alive.

The Venezuelan arbitration court has received over 2,200 documents in English, Spanish and Dutch, covering four centuries.

A conference of prominent New York Democrats has been called to take steps to perfect an organization in opposition to Tammany.

English newspapers continue to discuss interestingly the result of the elections in the United States in its relation to territorial expansion.

It is believed by many well-informed persons in Manila that a conflict between the Americans and the Filipinos is ultimately unavoidable.

The critical political and military situation in Europe has caused a sharp advance in prices of provisions in all the markets of the world.

Two Havana editors have been sent to jail by Captain General Blanco for publishing a rabid anti-American article in defiance of the censor.

The streets of Havana are being patrolled by Spanish regulars in anticipation of an outbreak by Cuban volunteers, who have not yet been paid.

In the Roque district in Cuba heavy floods have ruined sugar cane and fruit crops which have just been planted for the first time in three years.

At North Grafton, Mass., a posse of citizens surrounded three burglars who had broken into the postoffice and captured two and killed one of them.

Scientific societies of St. Petersburg, Russia, are preparing to give Thomas A. Edison, the American inventor, a brilliant reception when he arrives.

The steamer Arnold, recently arrived at Seattle, brought fifty-two sacks of mail, which had been accumulating at St. Michael's, Alaska, for a year.

J. W. Stewart of the Sixteenth infantry, who safely passed through the severe battles in Cuba, was fatally assaulted in a Louisville saloon by unknown thugs.

Twenty business men and bankers of Wichita, Kan., have perfected plans to incorporate a company for the purpose of building a telephone system in that city.

Lord Salisbury, at an after dinner speech at Guild Hall, warned the English people to be ready for any emergency. Rendered in plain English that means war.

Lord Seymour and Col. Briscoe of the British army have inspected the forts and military works around Halifax, and extensive improvements have been ordered to be made at once.

The big guns of our battleships are expensive. The 13-inch guns require 240 pounds of powder, and the cost of one discharge, using an armor-piercing shell, is estimated at \$500.

Thirty French reserve warships have been ordered into commission and all of the navy yards of France are rushing preparations for war. All of the coast defenses of the country are in a state of readiness.

A negro lynched two years ago at Mayfield, S. C., for murder is said to have left a written statement, which has just been found, confessing that he murdered the Woolfolk family, for which Thomas Woolfolk, the eldest son, was hanged, protesting his innocence.

At Philadelphia, Mrs. John McGowan, after hours of anxious waiting for her husband to return home, dreamed that she saw him enter the house with his head badly cut and swathed in bandages. Twelve hours later her husband entered the house just as she saw him in her dream, suffering from terrible wounds. How he was injured or how he got to his home he was unable to tell.

John Hays, who discovered the rich copper deposits along the south shore of Lake Superior, celebrated his ninety-fourth birthday in Cleveland, Ohio, the other day. In the early forties he landed at Copper Harbor, and with two Indians as guides went on foot to Milwaukee, prospecting as he went. It was in 1847 that he opened the first mines.

Nikola Tesla has invented an apparatus by means of which electrical power at high pressure can be conveyed thousands of miles through the air and utilized commercially. The system is to convey the current to a great elevation, where the rarefied atmosphere is capable of conducting freely the particular current produced. Then to maintain a second terminal, also at a great elevation, where the current can be collected and conveyed to the earth.

NAPOLEON'S ORIGINAL PLAN TO INVADE ENGLAND.



NAPOLEON'S FLOATING FORTRESS.

A German historian now comes forward with the remarkable statement that he has discovered Napoleon's original plans for the invasion of England in the year 1798. Just 100 years ago Napoleon decided to tow an army over to England on great floating forts, with large bodies of troops lined up in battle order. They were then to fight their way ashore and land on the coast without resort to lighters. The troops were to march ashore in the order of their regiments, preceded and backed up by artillery. This, the German historian says, Bonaparte hoped to accomplish in the summer season, when the water was calm and the attending circumstances favored by wind and weather.

It will be remembered that Napoleon has often declared that he would have been as great an admiral as he was a general with half a chance. "But," he added, "the French are useless as sailors. They are too fussy, too excitable. At sea one needs a calm mind, quiet fortitude and energy." Bonaparte's ferries were built in Brest, Cherbourg and Boulogne, but when Napoleon inspected them in the spring of 1798 his faith in the new-fangled monsters wavered.

He abandoned the proposed invasion of England and instead started on the expedition to Egypt, from where he hoped to be able to rule the Mediterranean.

QUEEN AGAINST HER WILL.

A Tragic Romance of the South Sea Islands.

The schooner Ocean Spray, Capt. Luttrell commanding, recently arrived at San Francisco from an extended trading cruise in the Southern Pacific. The Captain bore the news of the death of the Queen of the Muna Islands. A stranger story never was told.

According to a special dispatch from San Francisco to the New York Herald, many years ago William Young, an English sailor on a little trading schooner that had sailed from an Australian port, was shipwrecked and cast ashore on one of the Muna Islands. Long struggling had swept away nearly all his clothing, but he managed to cling to a piece of timber until with it

heigh on bended knees with their foreheads upon the ground and a partition shutting off the view of royalty. The rules governing sovereigns were inexorable. Nothing, even death itself, could change a law. It was to such a life as this the beautiful young Margaret was doomed. When she was sought to take her place as the sovereign of the people she protested and declined the office. But there was no getting rid of the responsibility. She was Queen by right, and she must be Queen in fact. They brought her against her will into the palace, the inaugural ceremonies were performed, and she was initiated into the seclusion of a palace that in reality was a prison. Although the first lady of the realm, she did not enjoy the privileges or freedom of the meanest slave.

It was about three years ago that she became Queen, and since that time one can only fancy the life of sorrow she must have lived. Only once was she outside the palace walls in those three years, and that was to attend the funeral of her father.

A bamboo box was made in which she was carried to the graveside. The sides of the cage were thickly thatched with palm leaves, preventing her from seeing anything that was going on outside. Near the top of the bamboo structure were ventilation openings, but these were so screened that she could not see out. At the grave she could hear the clouds falling upon the coffin lid, but could see nothing. She could hear the moans and wails of the mourners, but received no real sympathy. When the grave was closed in she was carried back to her prison and her life of hopeless loneliness. That was about a year ago.

Some weeks ago the Ocean Spray was driven out of her course and stranded on the shores of Muna Island. The natives swarmed around and welcomed the whites. They told the captain of the illness of their Queen, and he, knowing something of the circumstances, secured permission for his wife to see the Queen. From his wife's report he concluded that the unfortunate royal prisoner was merely suffering from a cold. He prepared some medicine for her from his chest and gave it to the chiefs, saying that it was only a cold, and if they followed his directions and gave the medicine she would be all right.

They accepted the medicine with a great show of gratitude, went away, called a council of chiefs, and after long and careful deliberation decided that it would be dangerous to give her the white man's medicine. If she had a cold the proper remedy was an application of heat. The priests built a number of fires on the beach. The Queen was carried out in the bamboo cage, and amid the loud wails of the priests and cries of the assembled people it was placed in the center of the circle of fires. Fresh fuel was piled on and the heat became more intense. The poor Queen cried for help, but no help came. All one night and during the greater part of the next day the cold-chilling ceremony was kept up, and then all was still within the cage. Calls to the Queen brought no answer, and the chiefs and priests knew that the cure had been a success. Amid shouts of jubilation the box was carried to the palace gate, delivered to the attendants and dragged into the secluded interior. Soon a piercing shriek came from the Queen's apartments, and almost immediately two attendants ran out screaming, "The Queen is dead! She is dead!" Instantly all was confusion. The priests chanted themselves hoarse and the people gave vent to their sorrow in long, loud sobs and wails. Several old women were sent in to investigate. They came out shortly bearing the lifeless body that all might see. The intense heat and choking smoke had suffocated the unfortunate woman as she lay in the closed box.

Impurities About the Home.

The careless disposal of the slops and debris about the home is one of the most ruinous practices in vogue by the farmer and his family. Impurities about the home bring disease by filling the air with microbes or disease germs. All impurities should be emptied in a keg or a barrel that doesn't leak, and wheeled away and poured on the grass, and not in the same place twice. The barrel or keg should be cleansed weekly with carbolic acid and lime. Cleanliness is next to Godliness. It is next to healthfulness, too. The premises about the house cannot be kept too clean and free of slops, etc. Vermin breed diseases very rapidly and with awful effect. Keep the home and all the appurtenances thereof clean and pure, and keep clean yourself. Practical Farmer.

AN HISTORIC HOUSE.

Building Where the Famous Boston Tea Party Met 125 Years Ago.

The last private house that was directly connected with the episode of the Boston tea party in the great struggle for liberty has been torn down to make room for a business block. The old Bradlee house, for as such it is known, has stood at the corner of Tremont and Hollis streets for 127 years, and the land, which when the building was built was a part of a pasture, is today worth \$100,000.

The house was one of the most interesting historic landmarks in Boston. In



OLD BRADLEE HOUSE IN BOSTON.

its wide old kitchen the ringleaders of the Boston tea party disguised themselves as Indians on the evening of Dec. 16, 1773, before going to the wharf where the cargo of tea was thrown into the waters of the harbor. The Old South Church and Faneuil Hall are the only two buildings besides this house now left that sheltered the patriots on that eventful day.

Although built in 1771, the house was strong enough to stand together another 100 years, and it would doubtless have been left as a landmark were it not for the city's growth around it. The land comprised in its site and the yard have risen so much in value that a building productive of proportionate revenue must be put up to meet the increase in taxes.

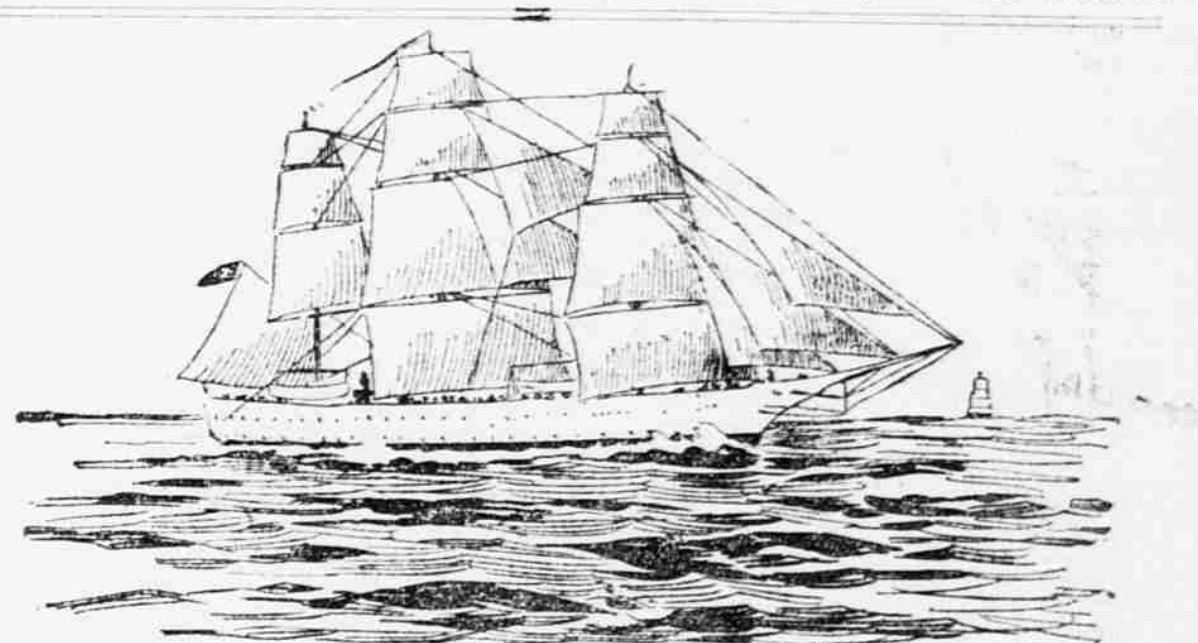
NEW TRAINING VESSEL.

Practice Ship Chesapeake Will Cost to Build \$125,000.

A fine new training vessel or practice ship for the United States navy is under way. She will be called the Chesapeake and will cost to build \$125,000. It will be propelled by steam and sail and will accommodate at once 180 cadets of the naval academy.

The Chesapeake is to be fitted with all the modern appliances for service and comfort and will be constructed entirely of steel, the bottom will be sheathed with yellow pine four inches in thickness, from keel to two feet two inches above the water line, and coppered. The main battery, six four-inch rapid-fire rifles, will be on the covered gun deck; four six-pounders rapid fire and two one-pounders will be mounted on the rail and worked from the flush spar deck.

A full ship rig will be provided, the lower masts and lower yards to be of steel, the balance of the spars to be of spruce or yellow pine. The bulwark



NEW PRACTICE SHIP CHESAPEAKE.

plating in connection with the stem is carried out to form the bowsprit. The total sail area is 19,975 square feet, the vessel depending wholly upon the sails for propulsion.

The principal dimensions of the vessel are: Length on load water line, 175 feet; breadth on load water line, thirty-seven feet; draft, mean, 16 feet 6 inches; displacement, 1,175 tons.

A Very Old Pear Tree.

There is in Mt. Auburn Cemetery, near the city of Cambridge, a very old pear tree that is believed to have stood more than 250 years. Its trunk is nine feet in circumference near the ground, but has for years been hollow, and to protect it from storms a great mass of cement has been put in the hollow to give it weight. The tree continues thrifty, and each year produces a crop of pears. Last year's crop was a light one. This year's is much better.

Salt and Health.

G. Godfrey Gumel, the scientist, is about to publish a book upon the effects of salt in the human body. Twenty years' study has led him to believe that diphtheria, apoplexy and other diseases are due to a deficiency of salt.

A very old man is never satisfied until he drives a skittish colt.